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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY East Germany / USSR

REPORT NO.

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SUBJECT East German Construction of Ships
for the USSR at the Neptun Shipyard,
Rostock

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REFERENCES

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New Freighters

1. The steam turbines of the new construction freighters run too fast, causing them to overheat and seize up. Modifications are being made and repeated trials are taking place to solve this problem. On 1 October 1953, Freighter III went into dock for the removal of its screw since it was turning unevenly. The screw will have to be modified.

REFRIGERATOR III

2. The 18 refrigeration motors installed in Refrigerator III were intended to work in series (cutting in for 4 minutes each and thereafter cutting out for a further 6 minutes). Refrigerator III was to have a constant temperature of -12 degrees Centigrade. Tests showed that this low temperature could not be maintained by the refrigeration motors running in series. Thereupon, the 18 motors were removed from the ship and the original motors were re-installed.
3. These old motors were already packed ready for shipment to the Soviet Union, but since the insulation of the ship had to be tested, they were taken out of their crates and re-installed.
4. However, the Soviet Commission responsible for the acceptance of the ship insists that the ship be equipped with new motors. Fresh orders have been placed for new refrigeration motors of a permanently running type, to replace both the old, worn, permanently running motors and the new, unsuitable, aerially running motors. This will retard the completion date since no definite delivery date can yet be given for the new machinery.

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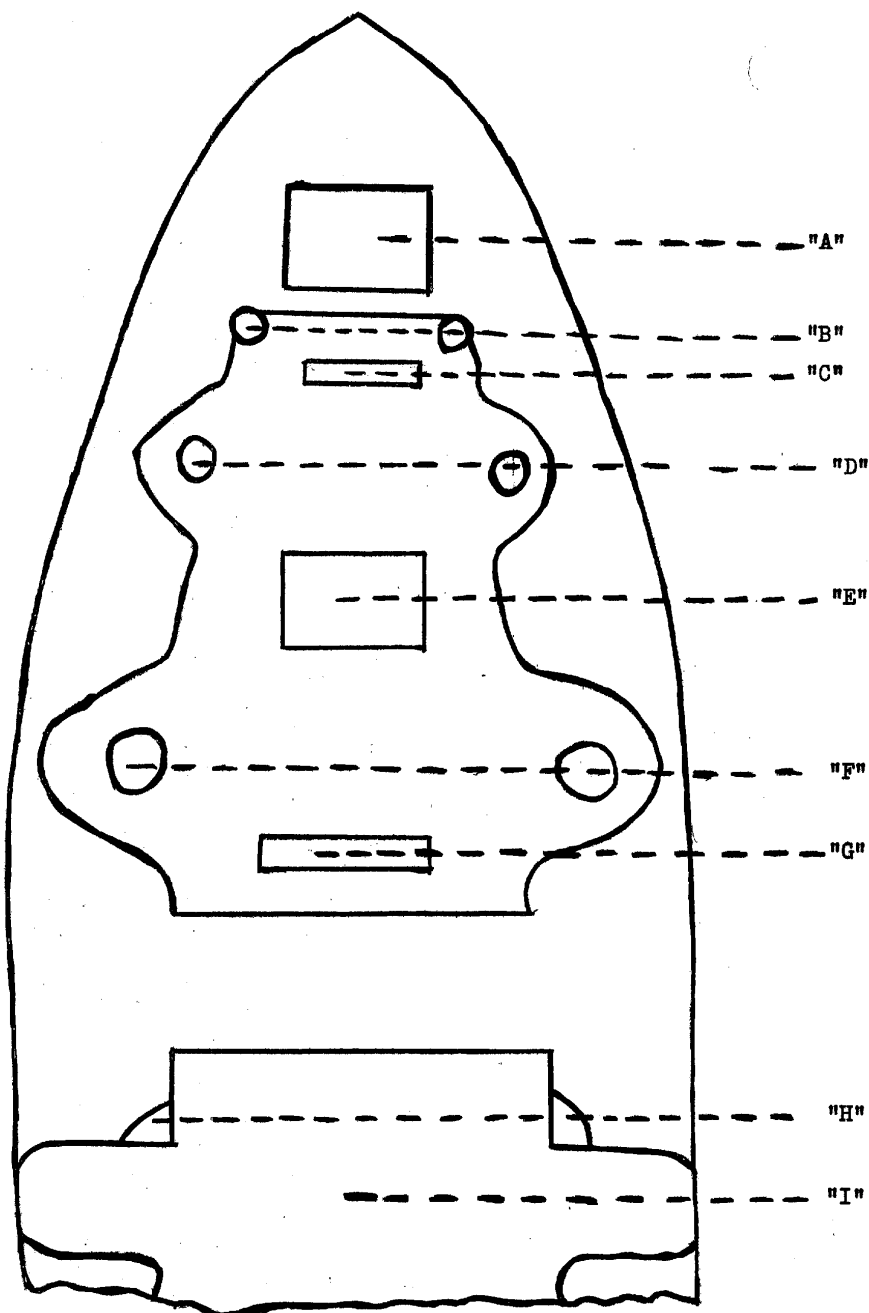
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Icebreaker "Castor"

APPENDIX

Poop Deck Plan

not to scale



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a diameter of approximately 2½ meters and are surrounded by bulwarks one meter high. At present the 150 tons of ballast in the form of steel plates is being unloaded--the extent of the necessary repairs has not yet been determined.

15. See Appendix

- A - Hatchway to bottom of engine and boiler rooms in the double bottom. Source could not specify which.
- B - Ventilation intakes
- C - Ammunition hoist
- D - Gun mountings 80 cm diameter, 7 cm thick
- E - Control position
- F - Gun mountings 1.2 m diameter, 10 cm thick
- G - Ammunition hoist
- H - Searchlight mountings
- I - After part of the bridge

Note: The mountings for guns and searchlights are in exactly the same locations as they were when the vessel was part of the former German Navy.

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KULOY

5. On 29 September 1953 the KULOY was dry-docked. Diving operations showed that the hull plates immediately adjoining the main keel were all defective and it is now intended to replace these. [REDACTED]

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6. Repairs to the hull of the VOLOGDA were completed by the Neptun shipyards on 26 September 1953. The vessel immediately left Rostock for Wismar where further repairs are being carried out. The VOLOGDA is to be completed, ready for its sea trials, in Wismar.

CASTOR

7. Work is in progress on the new deck houses for the ice breaker CASTOR. [REDACTED]

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8. Alongside the CASTOR is a Soviet naval vessel [REDACTED] a small coastal vessel. The only apparent reason for its presence in Rostock is to provide quarters for the Soviet Naval guard aboard the CASTOR.

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B.7

9. Diving operations commenced on the B.7 on 2 October 1953. [REDACTED]

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[REDACTED] The divers are working from the BM 25. This vessel apparently entered the Neptun yard only to carry out these diving operations.

Mine Sweepers

10. The D.21 and D.24 are the same type as the D.12 and D.13, i.e. Soviet "T" class mine sweepers. The work on the reinforcing of the bulwarks, which is still in progress on the D.21 and D.24, has not, so far, been carried out on any of the other "T" class mine sweepers.

11. The D.10, D.13, D.14 and D.15 were completed and left the yard in August 1953. None of these vessels had reinforced bulwarks. The planned completion dates for the remaining "T" class mine sweepers have not yet been set.

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12. The D.12 sailed on 5 September 1953 on completion of refit. [REDACTED]
[REDACTED] The B.6 [REDACTED] also completed and have left the yard.

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LENSOVIET

13. The LENSIVIET left Rostock for Wismar at the end of September 1953. The main engine of the LENSIVIET is a steam turbine, further details of which are unknown.

KUSHKA

14. On 20 September 1953, a vessel [REDACTED] entered the Neptun shipyard. On arrival, the name KUSHKA was chalked on a black board erected in front of this vessel. The KUSHKA is the ex-German PRESIDENT GOMEZ of 4000 tons with a 7-meter draught. The KUSHKA has paravanes. Degaussing cables are similar to those of the KULOY. Light AA gun turrets are mounted, one forward and one aft. The turrets which revolve, are constructed one meter above deck level--they have

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SECRET [REDACTED]